



## Saint Paul Planning Commission

City Hall Conference Center Room 40  
15 Kellogg Boulevard West

### Steering Committee Meeting – 8:00 a.m., Room 41

Christopher B. Coleman,  
Mayor

### Agenda

Saint Paul  
Planning Commission

February 18, 2011  
8:30 – 11:00 a.m.

#### Chair

Jon Commers

#### First Vice Chair

Barbara A.I Wencil

#### Second Vice Chair

Paula Merrigan

#### Secretary

Anthony Fernandez

#### **I. Approval of minutes of February 4, 2011**

#### **II. Chair's Announcements**

#### **III. Planning Director's Announcements**

#### **VI. Neighborhood Planning Committee**

Highland Village Zoning Study - Adopt resolution recommending approval to the Mayor and City Council. (*Merritt Clapp-Smith, 651/266-6547*)

#### **V. PUBLIC HEARING: Central Corridor Station Area Plans-Western, Victoria & Hamline Station Areas – Item from the Comprehensive Planning Committee.** (*Jessica Rosenfeld, 651/266-6560, and Christina Morrison, 651/266-6546*)

#### **VI. Zoning Committee**

**SITE PLAN REVIEW** – List of current applications. (*Tom Beach, 651/266-9086*)

**NO BUSINESS**

#### **VII. Parks and Recreation System Plan** – Informational presentation by Parks staff Bob Smith and Kathy Korum or Tom Russell.

#### **VIII. Comprehensive Planning Committee**

#### **IX. Transportation Committee**

#### **X. Communications Committee**

#### **XI. Task Force Reports**

#### **XII. Old Business**

#### **XIII. New Business**

#### **XIV. Adjournment**

Planning Director  
Donna Drummond

Planning Commission Members: PLEASE call Sonja Butler, 651/266-6573, if unable to attend.

**Saint Paul Planning Commission &  
Heritage Preservation Commission**  
MASTER MEETING CALENDAR

**WEEK OF FEBRUARY 14-18, 2011**

**Mon (14)**

**6:00**     **West Midway Study Task Force**  
**8:00 p.m.**     *(Penelope Simison, 651/266-6554)*

**South St. Anthony  
Recreation Center**  
890 Cromwell Avenue  
(near University & Hwy 280)

Land Use Analysis

The task force will refine the working base map to identify which industry types should be enhanced so that the plan achieves a key part of its goal, stated at the beginning – how can the industrial area be used to strengthen Saint Paul’s industrial sector and employment base.

**Tues (15)**

**4:00**     **Comprehensive Planning Committee**  
**5:30 p.m.**     *(Penelope Simison, 651/266-6554)*

**Room 1106 – CHA**  
25 Fourth Street West

Central Corridor and Traditional Neighborhood Zoning Study

Review the draft memo summarizing committee recommendations.

**Weds (16)**

**Thurs (17)**

**Fri (18)**

**8:00 a.m.**     **Planning Commission Steering Committee**  
*(Donna Drummond, 651/266-6556)*

**Room 41 City Hall**  
Conference Center  
15 Kellogg Blvd.

**8:30-  
11:00 a.m.**     **Planning Commission Meeting**  
*(Donna Drummond, 651/266-6556)*

**Room 40 City Hall**  
Conference Center  
15 Kellogg Blvd.

***Neighborhood Planning***

***Committee.....***     Highland Village Zoning Study - Adopt resolution recommending approval to the Mayor and City Council. *(Merritt Clapp-Smith, 651/266-6547)*

**PUBLIC HEARING:** Central Corridor Station Area Plans – Western, Victoria & Hamline Station Areas – Item from the Comprehensive Planning Committee.  
(Jessica Rosenfeld, 651/266-6560, and Christina Morrison, 651/266-6546)

**Zoning.....** **SITE PLAN REVIEW** – List of current applications. (Tom Beach, 651/266-9086)

**NO BUSINESS**

**Informational Presentation....** **Parks and Recreation System Plan** – Informational presentation by Parks staff Bob Smith and Kathy Korum/Tom Russell.

**Saint Paul Planning Commission  
City Hall Conference Center  
15 Kellogg Boulevard West**

**Minutes February 4, 2011**

A meeting of the Planning Commission of the City of Saint Paul was held Friday, February 4, 2011, at 8:30 a.m. in the Conference Center of City Hall.

**Commissioners Present:** Mmes. Halverson, Merrigan, Perrus, Porter, Reveal, Thao, Wang, Wencil, Young; and Messrs. Commers, Connolly, Fernandez, Gelgelu, Kramer, Nelson, Ochs, Oliver, Schertler, Spaulding, and Ward.

**Commissioners Absent:** Mr. \*Wickiser  
\*Excused

**Also Present:** Donna Drummond, Planning Director; Allen Lovejoy, Department of Public Works, Craig Blakely, and Sonja Butler, Department of Planning and Economic Development staff.

**I. Approval of minutes January 21, 2011.**

**MOTION:** *Commissioner Kramer moved approval of the minutes of January 21, 2011. Commissioner Thao seconded the motion. The motion carried unanimously on a voice vote.*

**II. Chair's Announcements**

Chair Commers announced that this Planning Commission has a large number of members and it is one of the largest planning commissions in the country. This is a great strength because it gives commissioners the ability to engage in standing committees in an ongoing way. Another advantage of having so many commissioners is that we are able to have discussions at the Planning Commission level on issues that they might not have if there were only 3, 4 or 5 commissioners, which is a lot more common around the state and country. He encouraged the commissioners to feel free to raise questions and make comments at this level as well as the committee level.

**III. Planning Director's Announcements**

Donna Drummond reported on some recent news items related to Central Corridor. On January 26, 2011 a federal judge who was hearing a civil rights complaint about the Central Corridor project and, issued a ruling. The complaint was that there was not an adequate analysis of the impact on businesses and the traditional African American Rondo community in the environmental impact statement that had been done for the project. The judge declined to stop the project on that basis, but did order the Metropolitan Council to do some additional analysis on the impact on businesses.

Also yesterday the (FTA) Federal Transit Administration announced that it was forwarding the Central Corridor project to Congress for a 60 –day courtesy review. When that is concluded the FTA expects to sign the full funding grant agreement, which will commit the federal government to paying for 50% of the cost of the project.

#### **IV. Zoning Committee**

**STAFF SITE PLAN REVIEW** – List of current applications. *(Tom Beach, 651/266-9086)*

None.

#### **NEW BUSINESS**

#10-921-993 Greater Frogtown CDC – Re-establishment of nonconforming use as a 4-unit building. 941 Thomas Avenue between Milton and Chatsworth. *(Luis Pereira, 651/266-6591)*

*Commissioner Kramer reported that the Zoning Committee laid this case over to the February 24, 2011 meeting.*

Commissioner Kramer announced the items on the agenda for the next Zoning Committee meeting on Thursday, February 10, 2011.

#### **V. Communications Committee**

2010 Planning Commission Annual Report.

Commissioner Thao had copies of the 2010 Annual Report in draft form distributed to the commissioners.

Donna Drummond, Planning Director, said that the final version will be sent out via email list and to those who subscribe to receive Planning Commission agendas and minutes electronically. The report will also be posted on the web page and a limited number of hard copies will be made for distribution.

#### **VI. Central Corridor Update: Parking and Construction** – Informational presentation by Craig Blakely, PED, and Allen Lovejoy, Department of Public Works. *(Craig Blakely, 651/266-6697, and Allen Lovejoy, 651/266-6226)*

Craig Blakely, PED staff, gave an update on the City's effort to mitigate the loss of parking in Central Corridor. They knew from preliminary design that 50% of the on-street parking would be lost due to mandated design features like stations, two-lanes of traffic in each direction, and left turn lanes. A community process decided that they wanted un-signalized pedestrian crossings between the station areas, and in the spring of 2008 it became clear that another 35% of the parking would be lost.

In the fall of 2008 City and the Metropolitan Council staff formed the Parking Solutions Team, to see how to mitigate the loss of 85% of the parking on University Avenue. It focused first on the loss of commercial parking on University, but quickly realized that it needed to look at all

parking stakeholders – customers, employees, and residents – and at the entire system for managing parking on the street in order to increase utilization of off street parking. The April, 2009 report *Mitigating the Loss of Parking in the Central Corridor* identified site-specific and corridor-wide problems and recommended site-specific and corridor-wide solutions. To help prioritize limited resources, it identified 11 critical areas, where the loss of on-street parking was more of a problem. It and other parking management reports are available on the Planning Division's "Current Activities" and "Central Corridor" web pages.

To address the site-specific problems, the Parking Solutions Team hosted design workshops at each of the 11 Critical Areas in the summer of 2009, where business and property owners met with designers and traffic engineers to identify parking needs and opportunities and recommend potential designs that could address them. These were released in the October, 2009 *Parking Solutions Report*.

To address the corridor-wide problems, the Parking Solutions Team recommended creating the *Neighborhood Commercial Parking Program* to help finance improvements to off-street parking. This program was established in the summer of 2009 with \$2 million in funding. In 2010, 50 business and property owners applied, and 24 projects were chosen through a competitive process for funding.

Most of these projects are small, common-sense improvements to off-street parking lots, but a few are larger and more comprehensive, like the project at the northwest block on Snelling and University. There the City is hoping to rent a 15-year easement on off-street parking lots from private owners, redevelop it in a comprehensive way, and establish a Parking Improvement District to assess the operating costs on the benefitting property owners.

To address the corridor-wide parking management problems, the City convened a Parking Policy Staff Team, which released its report *Central Corridor Parking Policy Recommendations* in November of 2010. The City Council then asked the Planning Commission to facilitate a community review of the recommendations. These include: using new license plate recognition technology to enforce parking time limits more effectively, managing parking on the side streets one block north and south of University for customers, creating permit parking districts on the east and west streets two block north and south of University Avenue to discourage park-and-riders, and involving and educating all stakeholders about the changes that are coming when construction starts this spring and long term when light rail begins to operate.

To improve commercial access through the alleys, and to upgrade the residential/commercial interface, the City has approved \$350,000.00 in CIB funding to repave some of the alleys in the Central Corridor, and \$100,000 in other funding to demonstrate techniques for buffering residential properties from greater commercial use of the alleys.

Allen Lovejoy, Public Works staff talked about the construction schedule. But first he wanted to comment on the parking issue, saying that when they found out how much parking was going to be eliminated they expected that the Central Corridor Project Office (CCPO) would be a partner in dealing with the loss of on-street parking. And after almost a year of going back and forth the Metropolitan Council and the CCPO declined to participate: this is public parking on a public street; it's within the municipality's purview to eliminate parking for health and safety and other reasons. Therefore it is not a mitigable activity as part of the project funding. Although the CCPO did begin to understand the extent to which this was going to impact businesses but they

had no funds to deal with it. Mr. Lovejoy thanked and commended Christina Morrison and Craig Blakely for the work that they have done. The program that has been done so far and the program that they will be working on over the next 3 or 4 years, will be a major assistance to people along the corridor. But this will not solve all the problems caused by a loss of parking. And with the construction starting up in March, more and more complaints will be heard about elimination of on-street parking. City staff will continue to work with businesses as construction moves forward to best manage the parking that is available

Mr. Lovejoy stated that although he will discuss the construction schedule, he cannot be very specific until the CCPO releases its plans in the next few days.

A lot of construction work has already been done in downtown Saint Paul, which started in the fall of 2009 along Fourth Street. The advanced utility work on Fourth Street, including Xcel Energy, District Energy and some other utility companies is now completed, and the final pavement is mostly complete. Such advanced utility work on Cedar has been underway since last Fall and that work will continue through 2011 into 2012. The biggest construction piece, beginning in March, 2011 will entail "civil work" from Hamline west to the city line. Civil work includes reconstruction of the sidewalks, the street, landscaping and the track bed.

In 2011 from Mid March to sometime in November University Avenue from Hamline west to the city line will be under construction and should be completed by the end of 2011. In addition, along Fourth Street the LRT Guideway will be installed. When the Spring work begins on Fourth Street, traffic will be limited to one-way westbound, and will remain so, as the street will be limited to only one lane of traffic when LRT is complete. Beginning in March, Cedar will be closed to through traffic until the construction is complete in 2012. However there will be access to the parking ramps and loading docks. The Operation and Maintenance Facility (OMF) will be in the converted Diamond Products southern building in Lowertown at the end of Fourth Street. It will be a place where the cars will be stored and light maintenance will take place. The heavy maintenance will be done in the Minneapolis shops. Finally, Robert Street from 12<sup>th</sup> to University Avenue will be completed in the 2011-2012 timeframe.

In 2012, University Avenue from Hamline to the Capitol Area will be built. Also the civil work will be completed and the Guideway built for Cedar in downtown. Beginning at the end of 2011 and running through 2013 will be the completion of the Guideway. The Guideway has a couple of different components, including the tracks, the stations, and the overhead electrical system. Beginning as soon as the civil work is done along the line, it will take 2 ½ to 3 years to complete.

Once the civil work is completed on University Avenue there will be two traffic lanes in each direction, with limited on-street parking, and left turn lanes at signalized intersections. In 2012 and 2013 there will be limited lane closures to stage materials and equipment for construction of the track area. At this time it is unclear as to the frequency and duration of such closures.

In 2014, when the construction is complete, the system must be tested. This will take many months, during which people will see the trains running but the system will not be open for service. This testing of the system is essential to ensure safety. Staff has been discussing approaches to community outreach as construction is about to start. There are now people along the corridor who are new since the decision to build the LRT line was made 3 years ago. They need to not only understand construction impacts, but more basically, what is the LRT and its potential benefits to the community.

Although the Metropolitan Council has not released a detailed construction phasing plan, it has developed a traffic diversion plan that gives some clues as to the phasing. He said University between Hamline and the city line will be broken down in six segments, 3 segments on either side of the street. The construction will be done in a two-thirds – two-thirds approach. They will take the southern two-thirds of the street and begin building the center area - where the train is going to be - as well as reconstructing the sidewalk and the street portion for east bound traffic. As the project begins to complete construction on the west end moving toward the east they will then start closing down west bound traffic on the north side of the street. The west bound traffic will be diverted to the south side of University Avenue and the center median will also be under construction (the second of the “two-thirds – two thirds” phasing). This is a very complex but fast moving reconstruction project. It is going to be difficult to track, for the property owners and the broader community. There will be extensive logistical coordination with property owners/tenants during construction; ensuring that every business and property owner has vehicular and pedestrian access to their building/residence/business.

The contractor is contractually obligated to limit construction in front of any particular property to 150 days, and hopefully under 90 days in many cases. In addition, the contractor must not exceed 15 days for sidewalk construction in front of any single property. During the construction of sidewalks there will be wooden crossings and boardwalks to allow people to get into the front doors of businesses. Property owners are to have uninterrupted pedestrian access to their buildings.

At the end of 2011 from Hamline west there will be new curb gutters, new sidewalks, and new street pavement all in its final form, in addition there will be landscaping. So in about ten or eleven months west of Hamline it will show how the streets will look, with the exception of the rail in the middle of the street. University from Hamline to the Capitol will be completed in 2012.

Commissioner Nelson asked if there were plans to maintain the alleys, improve lighting, or plow or remove snow?

Mr. Blakely said that Public Works on a one-time basis did remove some of the heavy snow this winter, but that it is not a precedent, and there is no identified source of funding to do that in the future.

Commissioner Porter expressed concerns about the amount of outreach for the business owners about the loss of parking and construction.

Mr. Blakely said that the Met Council outreach staff have done extensive outreach in person and by mail, but that business and property owners are just now focusing on what is happening in front of their property as construction is getting ready to start.

Allen Lovejoy, Public Works staff said that as the project moves forward the contractor will be talking to all businesses along the Avenue to ensure that the project staff fully understand what the accessibility needs are for each business, and endeavor to accommodate those needs.

All questions regarding construction should be directed to the Central Corridor Construction Hotline (651) 602-1404. In addition, there is a series of committees set up along the corridor that



will be meeting periodically during the construction process to evaluate the contractor, in terms of how are they dealing with constituent concerns. Those committees are made up of property owners along the corridor - so it is the people that are directly being impacted. There is a fund to pay bonuses to the contractor if they fulfill expectations of the community in terms of responsiveness to local construction concerns.

Commissioner Thao suggested that more parking was needed, temporary parking should be provided, and that a second round of funding from the Parking program might be a good idea.

Mr. Blakely said that there will be some temporary parking provided on the old Midway Chevrolet site at 1433 University, which the HRA owns and plans to develop into affordable housing. He added that City plans to discourage developing large new parking lots on University Avenue, and that a second round of awards from the Parking Program is currently not anticipated.

Commissioner Fernandez asked whether there was enough funding to improve all the alleys?

Mr. Blakely said that the \$350,000 available is not enough to do all the alleys, and that a process is being developed to prioritize where best to spend that money.

Mr. Blakely said there are two pots of funding, one is the Parking Program fund for parking improvements and the alley funding of \$350,000 is not enough to do the entire Central Corridor alleys north and south of University. They are in the process of prioritizing where those improvements should be made.

Commissioner Fernandez asked for an explanation of the non-signalized pedestrian crossings.

Mr. Lovejoy said that the blocks along University Avenue are about 600 feet long and the station platforms are about 300 feet long, so the primary way to get to the station platform will be at the signalized intersections. There are two problems if there is only one access to the platform. First, capacity to load/unload only at one end of the platform does not work well. Patrons will likely be bunched up at one end of the platform. Second, only exiting at the signalized intersection requires certain patrons to walk away from their destination to cross the street. And third is personal security: if you are on the platform and someone is blocking your path to get off, there may no safe way to get off the platform. So, the design of the platform access now includes the ability to enter/exit from the non-signalized end. There will be marked but not signalized pedestrian crosswalks. Since there are signals just 300 feet "upstream" there will be adequate breaks in traffic flow to allow for safe pedestrian crossings. The project also includes special lighting and other cues to let the motorist know that they are coming to a place that is a pedestrian precinct, and to beware.

Commissioner Connolly wanted to know whose two hundred million dollars (\$200,000,000) will have been spent before we know we are getting the rest when the full funding grant agreement is signed.

Mr. Lovejoy said that Ramsey County and Hennepin County have pledged a certain proportion of the overall project cost. The state allocated bonding funding as well. Those sources make up the majority of the 50% local share for capital. And they are confident that the full funding grant agreement will be signed sometime in April.

**VII. Comprehensive Planning Committee**

Chair Commers said they have had ongoing meetings about the Central Corridor rezoning process and amendments to the zoning code. The next meeting will be on Tuesday, February 15, 2011.

**VIII. Neighborhood Planning Committee**

Commissioner Kramer said that there is a scheduled meeting for Wednesday, February 9, 2011.

**IX. Transportation Committee**

Commissioner Spaulding announced the items on the agenda for the next Transportation Committee meeting on Monday, February 7, 2011.

**X. Task Force Reports**

None.

**XI. Old Business**

None.

**XII. New Business**

None.

**XIII. Adjournment**

Meeting adjourned at 10:20 a.m.

Recorded and prepared by  
Sonja Butler, Planning Commission Secretary  
Planning and Economic Development Department,  
City of Saint Paul

Respectfully submitted,



Donna Drummond  
Planning Director

Approved \_\_\_\_\_  
(Date)

Anthony Fernandez  
Secretary of the Planning Commission



CITY OF SAINT PAUL  
Christopher B. Coleman, Mayor

375 Jackson Street, Suite 220  
Saint Paul, Minnesota 55101-1806

Telephone: 651-266-8989  
Facsimile: 651-266-9124  
Web: [www.stpaul.gov/dsi](http://www.stpaul.gov/dsi)

**SITE PLAN REVIEW COMMITTEE**  
**TUESDAY Feb 22, 2011**  
**2nd Floor Conference Room**  
**375 Jackson Street, Suite 218**

<u>Time</u>	<u>Project Name and Location</u>
9:30	Xcel Energy Parking Lot Reconstruct pavement and storm water utilities 834 Rice Street (for Building at 825 Rice)
10:10	East Side Commons - York / Sims Site Improvements Adjust storm sewer, curbs, expand parking lot, mill overlay existing parking, new playground, fencing, landscaping 593 York
10:40	East Side Commons – Bradley Terrace Site Improvements Adjust grade, new catch basins, retaining walls, walks, small parking lot expansion, mill overlay existing parking. 850 Bradley

To Applicants:

**You should plan to attend this meeting.**

At this meeting you will have a chance to discuss the site plan for your project with Saint Paul's Site Plan Review Committee. The Committee is made up of City staff from Zoning, Traffic, Sewers, Water, Public Works, Fire, and Parks. You are encouraged to bring your engineer, architect, or contractor with you to handle any technical questions raised by city staff.

The purpose of this meeting is to simplify the review process by letting the applicant meet with staff from a number of departments at one time. Staff will make comments and ask questions based on their review of the plans. By the end of the meeting you will know if the site plan can be approved as submitted or if revisions will be required. Staff will take minutes at the meeting and send you a copy.

**Parking**

Parking is available at on-street meters. Some off-street parking spaces are available in our visitor parking lot off of 6<sup>th</sup> Street at Jackson.

To see a map of additional nearby parking ramps go to  
<http://www.ci.stpaul.mn.us/depts/dsi/liep/info/location.html>

If you have any questions, please call Mary Montgomery at 651-266-9088.

**THE ZONING COMMITTEE MEETING ON  
THURSDAY, FEBRUARY 10, 2011  
WAS CANCELLED.**

**The next Zoning Committee meeting will be on  
Thursday, February 24, 2011**

**THANK YOU**



**CITY OF SAINT PAUL**  
*Christopher B. Coleman, Mayor*

*25 West Fourth Street  
Saint Paul, MN 55102*

*Telephone: 651-266-6565  
Facsimile: 651-228-3261*

**DATE:** February 10, 2011  
**TO:** Planning Commission  
**FROM:** Neighborhood Planning Committee  
**SUBJECT:** Recommend Highland Village Zoning Study and Rezoning to City Council

---

**BACKGROUND and ANALYSIS**

On January 22, 2011, the Saint Paul Planning Commission held a public hearing on the Highland Village Zoning Study and proposed rezoning of properties. A report on the study and proposed parcel rezoning information was presented to the Planning Commission in December 2010 and made publicly available through legal notice, mailings to all property owners in the study area, and on the City's website

Three people testified at the hearing and one comment letter was received. The comment letter is attached and the testimony summarized below.

1. Mr. Thomas Comstock -- property owner of 2185 Ford Parkway, National Tire and Battery. Mr. Comstock supported the recommendation that his parcel remain B2, because he and the community feel that it is appropriate for a couple of parcels to be zoned to allow auto specialty businesses as a conforming use, which TN2 would not permit.
2. Ms. Tia Anderson -- Chair of the Highland District Council Community Development Committee, representing the Highland District Council.  
The Council passed a resolution stating that it supports the zoning study recommendations as presented in the public hearing version of the zoning study. It strongly supports Firestone and the National Tire and Battery being zoned B2, because the Council feels it is important to retain automotive businesses within the neighborhood. The Council discussed Traditional Neighborhood 2 (TN2) versus TN3 at both the committee level and the board level, and there was strong sentiment at the board level to support TN2 and oppose TN3 for property rezoning within the study area. The concerns about TN3 were increased traffic and too much density. The District Council submitted its recommendation on the study as a resolution to the Planning Commission. *This was the only written testimony received during the public hearing comment period.*

3. Ms. Shawn Bartsh -- an attorney in Highland Park, speaking on behalf of the Highland Business Association.

Ms. Bartsh stated that the Business Association supports the study's recommendation of TN2 zoning and strongly opposes TN3 for any parcels within it. The Business Association supports TN2, knowing that it may lead to some increases in density, but opposes TN3 which is too intense and would exacerbate existing traffic and parking problems in the area.

The full report on the zoning study and recommended parcels for rezoning is attached. Its key conclusions and recommendations are:

1. TN2 is the appropriate zoning for most of the Highland Village Study Area to bring it into general compliance with neighborhood plans and the Comprehensive Plan.
2. Allowing B2 zoning for two parcels in the study area that are currently used for auto specialty stores is appropriate for maintaining conforming use status for those businesses and reflects the general wishes of the community.
3. Medium-density residential land uses at the edge of the district (much of the northern portion of Cleveland Avenue and the eastern most portion of Ford Parkway) are appropriately zoned RM2, and no change in zoning is recommended.
4. 621 Cleveland, currently zoned OS, should be rezoned to RM2. This parcel is currently "spot zoned" within a block that is zoned RM2. Rezoning would allow for a cohesive development pattern, while allowing the existing office use to remain as a non-conforming use. Office uses are permitted elsewhere in the Highland Village area and are not necessary to maintain as a long-term use on this single parcel.
5. Approximately 73% of the parcels should be rezoned to TN2, as shown in the summary chart below.

Existing Zoning	Proposed Zoning	# of Parcels (%)
B2*	TN2*	47 (53%)
B3	TN2	4 (5%)
RM2	TN2	5 (6%)
R4	TN2	2 (2%)
OS	TN2	2 (2%)
I1	TN2	2 (2%)
I1	B2	2 (2%)
OS	RM2	1 (1%)
B2	B2	1 (1%)
RM2	RM2	22 (25%)
VP*	VP*	1 (1%)
R4*	R4*	1 (1%)

#### **RECOMMENDATION**

The Neighborhood Planning Committee considered the public hearing comments and testimony at its meeting on February 9, 2011 and recommends that the Planning Commission forward the proposed rezoning of properties as described in the Highland Village Zoning Study to the City Council for review and adoption.

**Staff Contacts** – Merritt Clapp-Smith, 651.266.6547 and Ryan Kelley 651.266.6562

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

**Highland Village Zoning Study**

WHEREAS, the Highland District Council requested a zoning study of the Highland Village Business Corridor on January 21, 2010; and

WHEREAS, in October and November 2010, a series of public and stakeholder meetings were conducted to elicit comments on staff recommendations for property rezoning, and these comments were considered in making additional revisions to the draft recommendations; and

WHEREAS, the Planning Commission, on December 17, 2010, released a draft of the Highland Village Zoning Study Report for formal public review and set a public hearing for January 21, 2010; and

WHEREAS, a public hearing notice was published in the Pioneer Press for three consecutive weeks pursuant to Minnesota Statutes § 462.357, Subd. 5 and sent to the early notification list and other interested parties; and

WHEREAS, a public hearing on the proposed Highland Village property rezonings was conducted by the Planning Commission on January 21, 2010, at which all persons present were allowed to testify; and

WHEREAS, the written record was left open until January 25, 2011 at 4:30 p.m.; and

WHEREAS, three people spoke at the hearing and one letter of comment was submitted; and

WHEREAS, the public hearing comments supported the proposed property zoning changes; and

WHEREAS, the Planning Commission referred the proposed amendments to the Neighborhood Planning Committee for consideration of the public testimony and possible revisions to the proposed recommendations; and

WHEREAS, the Neighborhood Planning Committee discussed the comments and proposed code amendments on February 9<sup>th</sup>, 2011, and forwarded its recommendation to the Planning Commission; and

WHEREAS, the Planning Commission considered the public testimony and the recommendations of the Neighborhood Planning Committee; and

WHEREAS, the property rezoning recommendations are consistent with the Saint Paul Comprehensive Plan and relevant neighborhood plans,

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends City Council approval of the rezoning recommendations contained in the *Highland Village Zoning Study Report and Recommendations*, dated January 25, 2011, with the following key conclusions / recommendations (maps attached):

1. TN2 is the appropriate zoning for most of the Highland Village Study Area to bring it into general compliance with neighborhood plans and the Comprehensive Plan.
2. Allowing B2 zoning for two parcels in the study area that are currently used for auto specialty stores is appropriate for maintaining conforming use status for those businesses and reflects the general wishes of the community.
3. Medium-density residential land uses at the edge of the district (much of the northern portion of Cleveland Avenue and the eastern most portion of Ford Parkway) are appropriately zoned RM2, and no change in zoning is recommended.
4. 621 Cleveland, currently zoned OS, should be rezoned to RM2. This parcel is currently "spot zoned" within a block that is zoned RM2. Rezoning would allow for a cohesive development pattern, while allowing the existing office use to remain as a non-conforming use. Office uses are permitted elsewhere in the Highland Village area and are not necessary to maintain as a long-term use on this single parcel.
5. Approximately 73% of the parcels should be rezoned to TN2.

BE IT FURTHER RESOLVED, that the Planning Commission thanks the Highland District Council and the Highland Business Association for their involvement and assistance throughout the study process in communicating with residents and property owners, soliciting input and providing feedback.